

§ 178.325

(c) For a vessel that carries not more than 49 passengers, carries no deck cargo, and is otherwise eligible to undergo the simplified stability proof test detailed in §178.330 or §178.340 of this part, the authority issuing the stability letter may—

(1) Dispense with the requirements of the simplified stability proof test in §178.330 or §178.340 of this part when the vessel's stability can be adequately assessed by alternate means giving due consideration to each item that impacts a vessel's stability characteristics which include, but are not limited to, the form, arrangement, construction, number of decks, route, and operating restrictions of the vessel; or

(2) Authorize a change in the requirements of the simplified stability proof test in either §178.330 or §178.340 of this part, when necessary to adequately assess the vessel's stability.

[USCG–2007–0030, 75 FR 78088, Dec. 14, 2010]

§ 178.325 Intact stability requirements—monohull sailing vessels.

(a) As permitted by §178.310(c) of this part, a monohull sailing vessel may demonstrate compliance with paragraphs (b) or (c) of this section if it satisfies all of the following requirements:

(1) It does not operate on exposed waters;

(2) It only operates during the daylight hours;

(3) It is of the usual type, rig, and hull form, excluding vessels without a weathertight deck, such as open boats;

(4) It carries not more than 49 passengers;

(5) It is not a sailing school vessel that carries a combined total of six or more sailing school students and instructors;

(6) Its minimum downflooding angle is greater than 60 degrees;

(7) It does not have a cockpit greater than 20 percent of the Length Over Deck; and

(8) If equipped with a cockpit and operating on Partially Protected Waters, the cockpit must be self-bailing.

(b) The vessel may undergo the simplified stability proof test detailed in §178.330 of this part, in the presence of a Coast Guard marine inspector, if it does not have tumblehome at the deck,

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measured amidships, that exceeds 2 percent of the beam.

(c) The cognizant Officer in Charge, Marine Inspection (OCMI) may perform operational tests to determine whether the vessel has adequate stability and satisfactory handling characteristics under sail for protected waters or partially protected waters.

(d) The Commanding Officer, Marine Safety Center, may prescribe additional or different stability requirements for a broad, shallow draft vessel with little or no ballast outside the hull.

[USCG–2007–0030, 75 FR 78088, Dec. 14, 2010]

§ 178.330 Simplified stability proof test (SST).

(a) A vessel must be in the condition specified in this paragraph when a simplified stability proof test is performed.

(1) The construction of the vessel is complete in all respects.

(2) Ballast, if necessary, is in compliance with §178.510 of this part and is on board and in place.

(3) Each fuel and water tank is approximately three-quarters full. Any sewage tank should be either empty or full.

(4) A weight equal to the total weight of all passengers, crew, and variable loads permitted on the vessel is on board and distributed so as to provide normal operating trim and to simulate the vertical center of gravity, causing the least stable condition that is likely to occur in service. The assumed weight per person of passengers and crew must be representative of the passengers and crew on board the vessel while engaged in the service intended. Unless the cognizant Officer in Charge, Marine Inspection (OCMI) permits or requires the use of other values in writing, weight and vertical center of gravity are to be assumed as follows:

(i) The weight of primary lifesaving equipment should be simulated at its normal location, if not on board at the time of the test.

(ii) The assumed weight per person is determined as provided by §170.090 of this chapter.

(iii) The weight and associated vertical center of gravity of variable loads must be included as appropriate